

McGILL DAILY

VOL. 64 NO. 25

WEDNESDAY, OCTOBER 23, 1974

3 CENTS



Paul Miller

Lucky student wins bottle of wine at blood drive—just one of the prizes being given away every 15 minutes to blood donors. More than 800 pints have been donated since the drive began Monday, but the rate needs to be more than doubled if the organizers are to meet their goal of collecting 4,500 pints by Friday, when the drive ends. You can give blood from 10 am to 9 pm today in the Union ballroom and from 10 am to 6 pm Thursday and Friday.

Theft on rise in library

by Ian Howarth

A highly organized gang of thieves is blamed for a marked increase in the theft of wallets from women's purses in the McLennan and Redpath libraries, according to Alex Thom, head of security for both libraries. Thom said he suspects that the thieves circulate throughout the libraries looking for unattended

purses. Most thefts have taken place around the libraries' reference areas.

Thom said the thieves probably work in pairs. "One will pretend to be asking a student a question while the other uses this distraction to steal the wallet." On one occasion when police were questioning one suspected thief, he said, another wallet was stolen from a student's purse close by. One woman has had a knife pulled on her.

"We could place a man on every floor of both libraries and still not prevent thefts," said Thom, referring to the fact that the library has not yet made any decision to bolster their security forces. At night the McLennan and Redpath libraries have only one security guard patrolling the floors.

"The student can make things easier by not leaving purses beside study desks and by carrying a minimum of money and identification in her/his wallet," Thom

Student fees likely to rise, Archer says

by David Ress

The Students' Society's lack of funds will probably cause an increase in student fees, Students' Society President George Archer says.

"There has been no change in Students' Society fees in the last 10 years," Archer said in an interview Monday, "and we cannot continue to provide an increasing number of facilities without some increase."

Raising Students' Society fees is one possible solution to the fund shortage, Archer said. An open meeting of 300 students and a referendum of 20 per cent of the student body would have to approve such an increase before it could take effect.

Another solution would be to get the university administration to help pay for the upkeep of the Students' Union, which is the major drain on Students' Society funds. Representatives of the Students' Society and of the administration discussed such a subsidy last month, but no agreement was reached.

If the administration contributed funds, it would probably raise Students' Services fees to compensate, Archer said.

He said no decision has yet been made on which solution to opt for and said he would make public a detailed report on Students' Society finances and suggest ways of increasing revenue before taking any action.

Pub may open by February, Johnson says

by Ted Nation

The Students' Society pub may be ready by next February, the Students' Society's internal vice-president says.

"If we can get financing, we'll begin renovations next week and have the pub ready in four months' time," Michael Johnson said in an interview this week.

Johnson said the pub would cost \$60,000 to \$70,000 initially and could be paid for out of the Students' Society reserve fund of \$155,000 or from a bank loan.

The initial expense would be a burden on the Students' Society, but once it functions at full capacity, the pub would produce about \$30,000 profit a year, Johnson said.

He added that the Students' Society "has to prove it can do something and stop offering empty promises." In recent years, several candidates for positions on the Students'

Society executive have promised to open a pub on campus.

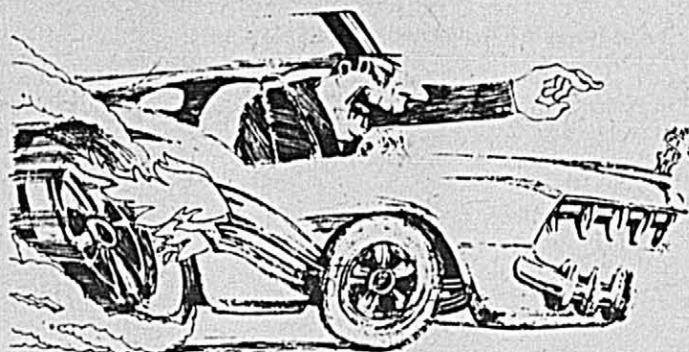
Johnson said the pub will be in the Union basement where the bookstore used to be. It will be open Thursdays, Fridays, and Saturdays initially and be staffed by one professional bartender and several students, Johnson said.

He said the pub would serve all alcoholic beverages.

The proposed pubs for Bishop Mountain Hall and Royal Victoria College will not take away business from the Students' Society pub, Johnson said, because they will primarily serve the residences.

Daily staffers bleed
All staffers to meet in Daily office at 5 pm to give blood. Free dinner in cafeteria afterwards. What's white and black and red all over?

inside



On page 4, there is an article discussing the past of Montreal's controversial downtown autoroute. It reveals some of the political wheeling and dealing behind the world's most expensive highway.



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P.G.S.S.

Tonight at 8:00

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Representatives
of the
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Communities
will discuss the
Cyprus question

classifieds

HOUSING

Graduate student has large furnished 4½ to share on Durocher. Contact 844-0293.

Sublet: clean, spacious, carpeted studio apt. Partially furnished. Apply 3660 Durocher #3, 5:00 to 7:00 pm. Immediate. Phone 288-2203.

URGENTLY NEEDED!!! Flat (4½-6½) or large apartment in Outremont or Simpson-McGregor areas. Must allow pets (i.e. cats). Wanted until May preferably. Call anytime: 488-5074.

Francophone CEGEP student desires living accommodation with an English-speaking family during the school year. Willing to pay for room and board. Call Claude — 767-3721.

Room-mate needed to share NDG apartment. Under thirty minutes away by bus. Call after suppertime or around 8:30 a.m. Don 489-0933.

ENTERTAINMENTS

Marlene Dietrich is in the film Blue Angel, being shown Wednesday, Oct. 23 in FDAA at 8:00 p.m. Admission 50c. Info call MFS 392-8934.

The Children's Film Programme returns with Mickey Mouse, Donald Duck, Goofy, and the gang in a Cartoon Festival. Saturday 11:00 and 1:30. Leacock 132 — 50c. Everyone welcome. Happy Days: 50's party, no admission, music, prizes for dancing and fifties dress. 50 free beers, then 3/1.00. Friday 8:30 pm. 3581 University.

JOBS

Hospitality McGill — Application forms for part-time jobs must be delivered to the MSEA offices by 5 p.m. Wednesday, October 23. Information 392-3094.

TYPING

ACADEMIC TYPING SERVICE: Specializing in theses, term papers, manuscripts. Prompt, individual attention. Accuracy guaranteed. 842-6040 or 486-7755.

WANTED

Urgent: Need double bed, box spring. Call Brandy 738-3938.

Highest prices paid for collections and accumulations of old and new comic books. Especially interested in large collections of Marvels. Phone Bob 481-2830, anytime.

Give warmth & support to small boys as a Big Brother. Community McGill: Union 411 — 392-8953. M-W-F: 2-4; T-Th: 1-3.

"Twit" — 10 month old cat looking for home. Comes with flying camel. Affection & love. 842-0998; 842-7573.

Tutors needed to assist elementary age children in N.D.G. 1 to 2 hours weekly. Call immediately — Dominic: 931-4833, Mrs. Clancy: 481-6074.

Long-haired, year old, female cats need home(s) until June or permanently. One black (spayed); one grey and white. 849-4929 after 6 p.m.

FOR SALE

1967 Grey SAAB station wagon, new clutch, new radiator, excellent condition — no rust, clean. Must sell immediately. Rob 849-0040.

Tires (good, used with thread) four summer and two winter 700/14. Very reasonable. Chapin 392-8258 days.

Rossignol ROC 550, 207 cm; fixations Lock-Nevada; boots Kastinger size 11; call 737-6713.

Top quality acoustic guitar rosewood back and sides, with hardshell case, 1 year old. Also MTC back-pack. Call Neil, 733-4494; 733-3775.

Fairlane GT convertible 390 in working order must sell asking \$325 phone 697-4155.

MISCELLANEOUS

Ithaca — Cornell University: Ride offered for two or three passengers. Leave Friday afternoon Oct. 25, return Monday. Share costs. 843-7377.

Forming Jazz-Rock band needs musicians for keyboard and bass. Must have equipment. Rob 849-0040 or Paul 849-0074.

Qualified to translate English to French literature, literary criticism, sociology, psychology, etc. 842-0998; 842-6728.

LOST

WALLET with all important papers and life savings was "MISPLACED" at the Redpath Library on Friday. Keep life savings but please return the rest. Call 769-1552.

Lost vicinity of Campus Black Female Scottish Terrier. Answers to name of Mimi. Contact 843-4148. Reward.

Maroon hat with geometric design lost Monday around McGregor and Peel intersection. If found please leave in Union B-42.

PERSONAL

Problem? Feel you need to rap with a rabbi? Call Israel Hausman 341-3580.

Mitchell Paul 722593: You are invited to dinner October 26. Call 288-2713 for more information. Love, Dale Stace and Suzy.

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Wednesday Oct. 23

7:30 p.m. Leacock 132

•Bob Stanley, housing programme worker, St. Urbain Community Centre

•Paul Leblanc, lawyer, advisor to McGregor St. Tenants' Association

•Donna Gabeline, journalist, The Gazette

•Dida Berku, CRISE

•Stuart Reed — Bishop St. Tenants' Association

"The City and the
Community"
—ethnic
communities in
Montreal

Thursday, Oct. 24

Leacock 219, 7:30 p.m.

"City Politics"

Friday, Oct. 25

Leacock 132, 7:30 p.m.

PGSS ELECTIONS for EXTERNAL-V.P.

Thursday Oct. 24 and Friday Oct. 25

The Candidates are Yves Fabien, Dent. Civil Engineering
& Appl. Mech.
Andrew Rencz, Dept. Biology

Ballot Boxes will be posted at the following places:

	Thurs. Oct. 24	Friday, Oct. 25
Burnside Hall	12:15pm — 2:15pm	10:00am — 12:00noon
Leacock Bldg.	12:15pm — 2:15pm	10:00am — 12:00noon
McLennan Library	10:00am — 12:00noon	12:15pm — 2:15pm
McConnell		
Engineering Bldg.	10:00am — 12:00noon	12:15pm — 2:15pm
Stewart		
Biology Bldg.	10:00am — 12:00noon	12:15pm — 2:15pm
Thomson House	4:00pm — 6:30pm	4:00pm — 6:30pm

Deputy Returning Officers are needed to man the polls. Call C.R.O. at 392-5959 or 843-3349 if you can help at one of the above places.

Students organizing for farmworkers



by Jennifer Pader

The McGill for Farmworkers Committee has again begun to initiate campus support for the boycott of the United Farm Workers following a successful campaign last spring to remove scab grapes and lettuce from the residences and Union cafeteria at McGill. So far the committee has collected more than 2,000 signatures on petitions protesting the policies of Dominion chain stores, the largest buyers of these products in Canada, and has sponsored meetings with a striker from California for those interested in working on the boycott.

MFC member and coordinator of the petition project Joseph Blain said that fund raising will be "a primary activity of the committee this year." According to Blain, the UFW is organizing several powerful strikes in California, most notably in the tomato fields of Stockton, which are greatly in need of emergency funds if they are to continue. The 1.5 million dollar strike fund given to the UFW by the AFL-CIO last year has not yet been renewed, although the funds were exhausted several

months ago.

Committee members this year stressed the need for "a larger membership and greater campus participation," and added that the MFC is willing to show films of the boycott and provide speakers to any campus organization or class which might be interested. They are also seeking endorsements from organizations, whether social or political, and to encourage students to attend UFW picket lines in Montreal, which will resume the beginning of November.

California striker Reuben Serna, stationed in Montreal for the duration of the boycott, told members that "There is no student who is not a potential activist to some degree. Not everyone can stand the picket lines in winter or spend a lot of time at meetings, but everyone can write a letter or make a donation or boycott grapes and lettuce. Everyone can stand up to an injustice in his or her own way, whatever that might be, and everyone can give support to the others who are fighting to end the injustice."

The first MFC efforts at fund raising this year start with a

UFW film festival to be held on October 31, with the proceeds being sent directly to the strike fund in California. The MFC executive seemed optimistic about the opportunities to obtain funds at McGill, but one member said that it was difficult to arrange bigger productions, such as a beer bash which is scheduled for next month, because of the lack of manpower and "the bureaucracy associated with constantly being labeled a political organization. Whether or not we should be included with leftist groups, we exist for one specific purpose, which is not to popularize a particular line, but improve conditions in the field of migrant labour."

MFC members are currently promoting the visit of Cesar Chavez to Montreal on October 25, who will attend a public rally at St. Louis de France Church after a mass picketline at a Dominion store. Chavez, who spoke at McGill last year, will have a private meeting on topics of community organizing with students from the McGill School of Social Work. He will also meet with several church leaders and labour unions here.

Students form health group

by Barney Whitesman

An organization has been formed at McGill to, in the words of its co-founders, "help people gain control of their own health."

The co-founders, Evan Morris and Meldon Kahan, said they were moved to establish the McGill Preventive Medicine Society by the medical profession's lack of attention to preventive medicine, the poor treatment received at some Montreal hospitals, and the harmful effects of some drugs on the market.

"Doctors try to perpetuate the myth that they are all-knowing but there are some fields, like nutrition and treatment of mental illnesses, in which they

are lacking," Kahan said.

As an example, Morris cited vitamin deficiencies found in women taking the birth control pill. He said doctors had not told these women that they needed to take vitamin supplements with the pill.

The co-founders said they are planning programs of information on preventive medicine. They said they have already arranged to show films and bring in speakers and have planned a symposium for the second term.

The organization, funded by the Students' Society, will show its first film, *Schizophrenia: A Changing World*, tonight at 8 pm in Leacock 26. Admission is free.

McGill postpones recycling

by Sara Williams

McGill will not have its own recycling program for sometime according to Michel Celemenski, external vice-president of the Students' Society.

Celemenski said the recycling project has not been launched at the university partly because he was "too busy with other things and had to put it aside for the time being."

A meeting held last year with the administration concerning the project brought only, "a lukewarm response," said Celemenski. The administration has not backed the proposal for the recycling project because they see it as economically unfeasible, he said.

Celemenski hopes to see the project carried through so that

all the waste paper at McGill can be sold to companies for recycling. "It is an elaborate program, something that cannot be rushed into." People at McGill must first be sensitized to all the project's implications before it can be launched, he said.

Kate Williams, presently in charge of the recycling program, said she has found a lot of interest in the program coming from the library and the university in general. Celemenski and Williams hope to meet soon with the administration; Sam Kingdon, Director of Physical Resources; and members of the Society to Overcome Pollution (STOP), to continue planning the project.

Faculty concerned over report on university research

by Donna Balkan

McGill faculty members voiced concern yesterday about objectives for university research laid down in a report prepared by the Conseil des Universités.

The faculty members were generally favourable to the report, but there were four main points of contention.

One of these issues was financing. According to Research Vice-Principal Walter Hirschfeld, "federal financing has reached a peak which will most likely not increase." Expressing concern over inflation, he said that "the technicians, assistants and graduate students employed by researchers must have cost of living increases. In many cases it has been necessary to terminate contracts in the middle of a project."

Another concern centered on research centres and institutes. According to Professor Gordon

MacLachlan of the Biology Department, the proliferation of such centres "would be a radical departure from the present situation as we know it."

He maintained that "most McGill profs are independent researchers" and worried that if the government makes decisions on the orientation of the institutes, "it could reduce the flexibility of research."

Conseil member Yves Morin replied that the report does not support the proliferation of research centres. "The creation of new permanent structures would only create problems," he said.

Chemistry Department Chairman Leon St. Pierre later told the Daily that "some faculty members have been over-reacting to any mention of research centres, as they appear to be a threat to individual departments."

Professor J. R. Mallory of the Political Science Department

complained that the report does not adequately deal with the problems of research in the humanities and social sciences.

"One gets the impression that what the humanities do is provide a pleasing sort of leisure activity," he said. Mallory pointed out serious research is being done in the humanities, some of which is used in policy-making, and cited the case of linguistics research and language policy.

Mallory also worried about "mission-oriented" research, suggesting that "one must be slightly wary of missions inspired by the government. He cited the example of sociologists commissioned by industry to study life in wilderness areas prior to industrial development."

In such a case Mallory said, the sociologist would be required "to ask social questions and face moral dilemmas" which could conflict with the "mission" of the research.

The most expensive autoroute in the world

This article was originally prepared for the program committee of the Montreal Citizens Movement by Mark Zannis. Mr. Zannis is an urban specialist and is co-author with Robert Davis of "The Genocide Machine in Canada" (Black Rose Books), an exposé of Government 'development' of the Canadian North.

by Mark Zannis

Several years ago, Chicago mayor Richard Daley brandished a plan for a billion-dollar autoroute in his city, which boasts the world's largest stockyards, biggest grain elevators, and two tallest buildings. The scheme was overturned by an irate populace.

Montreal's mayor, who also aspires to international acclaim, realized what Daley could not—mile for mile—the world's most expensive autoroute. Yet, the feat was not an overnight accomplishment. It was launched at an early stage in the career of Montreal's illustrious mayor. It was carried through to fruition following years of secret planning and backroom negotiations, which produced so costly a product that even the scheme's proponents avoid mention of the full price of the venture.

Montrealers, accustomed to such lavish displays of spending as EXPO '67 and the Olympic Games, largely have overlooked this conspicuous, if unheralded, 10-mile autoroute. When Roads Department authorities made the snap announcement of the latest phase of the scheme in late 1970, they billed the proposal as a "\$105 million" make-work project and implied that the figure was the total cost for the entire route. They were talking only about the first three-and-a-quarter mile section of road and failed to mention the large expenditures made several years before, during any earlier phase of construction.

The early work, halted in the mid-sixties, included a \$19-million expenditure on the underground section; \$40-million for expropriations; \$5-million on consultants' fees; a \$700,000 retaining wall in Lower Westmount; and the cost of ramps jutting from the \$20 million Turcot Interchange.

All told, some \$85-million was spent before the latest phase of work was started. In 1971, following a series of public hearings held as result of the Province's refusal to air the issue, the Conseil du Développement Social issued a report, which projected an overall \$450-million price-tag for the autoroute. Today, with the average cost of the first three-and-a-quarter miles of the ten-mile road running in excess of sixty million dollars a mile, the early estimate seems very conservative.

An idea of just how costly the road venture is may be given by the fact that when the \$450-million dollar estimate was made in 1971, the six most expensive buildings in Montreal had a total valuation of just \$227-million. The Laurentian Autoroute cost only \$800,000 a mile. The Bonaventure and Decarie cost \$15-million \$25-million a mile, while the original Metro went at a bargain rate of \$13-million a mile, complete with cars.

That the cost of the east-west autoroute may be rising surfaced recently, when the Roads Department

announced that the scheme would not be completed in time for the Olympics. They cited financial and construction difficulties.

Ironically, the staging of the Olympics was a principal reason given for the route, when it was announced in 1970. Another reason was the incentive the scheme would give to the construction of the Desjardins and Concordia schemes, worth considerably less, at \$300-millions, that the autoroute.

The justifications given for the route proved inadequate to stave off the largest force of opposition ever mounted against any one project in Montreal's history. In early 1971 no less than 110 groups, comprised of a wide array of professional, business and citizens' organizations voiced their disapproval of the scheme. Two local federal MP's, in a rare expression of opposition to the provincial government, also lined up with the opposition; and Gerard Pelletier even blurted out the word "butchery" to describe the bulldozing of the City's east end. Over 3,000 families, most prematurely evicted as a result of repeated delays in construction, fell victim to the autoroute.

The destruction of communities was the main focus of the opposition. Yet it was only one of the points of contention. The autoroute would carry some 210,000 cars into the city and add to both pollution and traffic congestion. Despite the increase in car traffic, the route would eliminate over 4,000 parking spots along its path. The opposition was strengthened by the fact that the expressway phenomenon was falling into disfavor in other cities. In Toronto, the Spadina Expressway had been delayed and then stopped by citizens' action. An extension of the Montreal Metro was still unannounced and the argument was raised that public transport should be given priority along with needed housing programs.

Despite the opposition, work on the road went ahead and the costs continued to mount. One factor accounting for the high costs was the engineering hurdle, posed by the

mile-and-a-half underground section of the road. Another problem was the heavy price of expropriation, which resulted from the route's passage through built-up areas.

During the earlier phase of work in the sixties, a path was cleared through west-end communities, displacing 950 families. To the cost of expropriation should be added the price of public housing ventures in Little Burgundy and Westmount, which came about as a direct result of evictions for the autoroute. After those communities were uprooted, and as Expo '67 drew near, work on the autoroute came to an abrupt halt.

The stoppage in construction was facilitated by the completion of the Bonaventure Autoroute. Originally, Mayor Drapeau conceived the east-west scheme to provide access to Expo via St. Helen's Island. Various problems, not the least of which was financial, forced the Mayor to accept the Bonaventure alternative, which provided access both to Expo and the downtown University Street area. As history has already proved, redundancy was an insufficient reason to put an end to the grandiose scheme and Montreal was destined to have two west-end autoroutes leading to University Street.

The vision of an artery linking the east and west ends of the Island dates back to at least 1910. By 1925, a plan drawn up by a city engineer existed which was virtually identical to the one unveiled in 1970. In the 1940's, a host of proposals beginning with a plan for an elevated route by the Royal Automobile Club had been unveiled.

By 1948, the idea came closer to realization, when the City issued a report on five alternate routes for the area below Dorchester. Curiously, the least desirable of the five was the present one being built along the CPR right of way. Instead, the selected route of the day was along the waterfront. It would have been the least costly—\$4.5 millions—roughly one-fifteenth the cost of the present route.

However, work on an east-west

autoroute foundered until the late 1950's. The 1957 election of Mayor Sarto Fournier to replace Jean Drapeau (whose visionary ideas were not highly-regarded in those days), marked a serious effort to get the scheme underway. In the spring of 1958, the City engaged a group of consulting engineers to undertake a preliminary study. Then, in October of that year, a detailed plan was launched. It focussed on the waterfront route as the logical one.

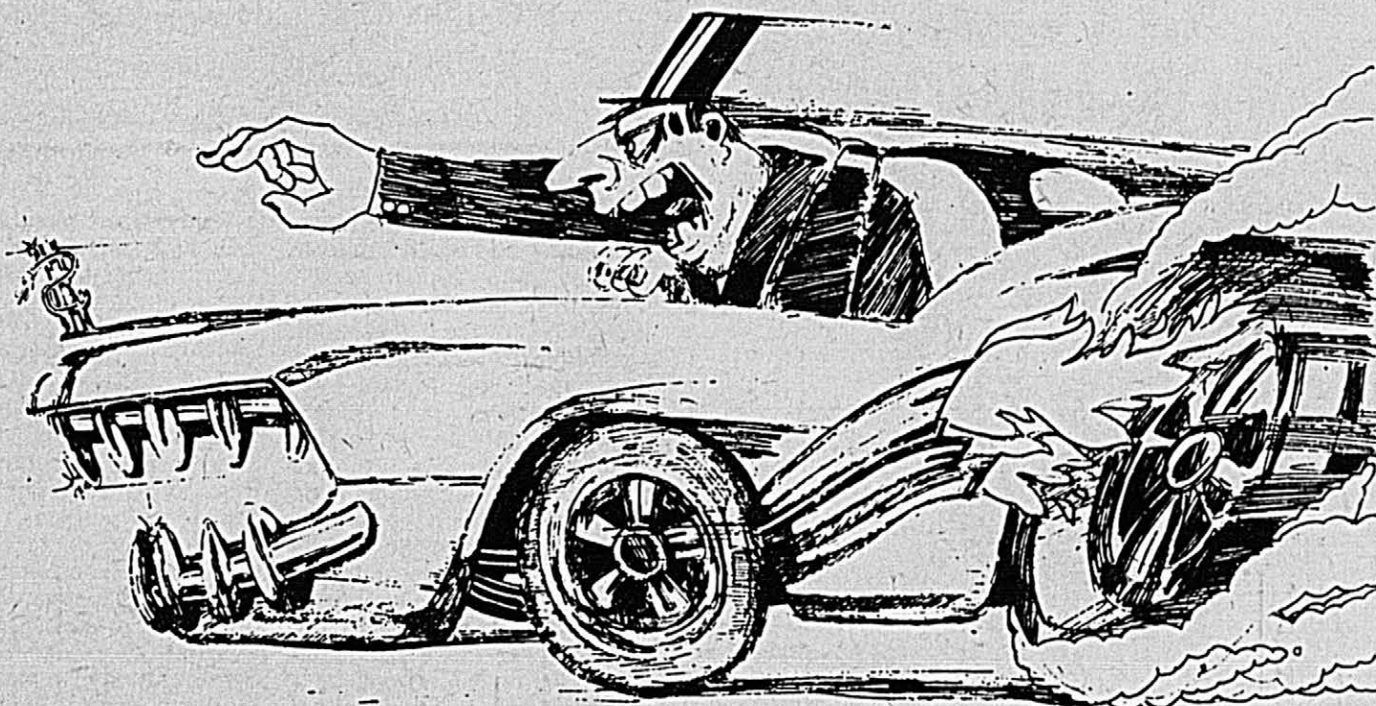
However, the completed scheme was not without sore points. For example, the plan called for an access ramp running through Bonsecours Market. Yet the demise of the scheme came from forces outside the project itself. One factor was the completion of the Metropolitan Boulevard, which became part of the Trans-Canada Highway and provided an east-west artery across the City. Another factor working against the waterfront proposal was the return of Jean Drapeau to power in 1960. Confronted by the bold plans started by his predecessor, the Mayor saw to it the scheme was abandoned. Even the formerly-targeted Place Bonsecours got the Mayor's attention. He had it renovated for \$5 million and the building became the headquarters of the Montreal Planning Department, which nevertheless was kept in the dark as a new autoroute scheme was launched.

The work on drawing up the new east-west autoroute was not consigned to the logical candidate, the Planning Department, but to a private planning office. As late as 1964, when part of the proposal was released to the public, the City's Planning body continued to refer to the proposal, in its reports, as being at the 'inventory stage'.

Only in late 1963, was there any sign that an east-west route was being planned. Civic enthusiasm was building. The year before, work on the Metro had been started. Expo was less than four years away. Montreal was to become a great city. The achievement required great roads.

On July 31, 1963, Premier Jean Lesage

Continued on page 6



Counselling

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Hoechst thinks ahead



Ideas: The spark we run on

Hoechst develops a constant stream of new ideas to keep its research pointed in the right directions. Ideas about what is needed, ideas about what is wanted, ideas about what is possible, ideas about what is probable in the light of a constantly changing, ever-increasing body of basic knowledge.

Imagination steers the ship

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Sports

Old Girls skate to victory

by Ivy Steinberg

Friday evening saw the McGill Old Girls leave their wheelchairs and canes behind in favour of their skates and sticks. They headed out West to Macdonald Campus eager to take on the John Abbott Islanders.

The first period saw good chances on both sides but only Meredith Mazer put one in, to give McGill a 1-0 lead. With just a few seconds remaining in the period, the Islanders got a fast breakaway only to be stopped cold by the buzzer as the shot headed towards the goal.

The second period showed end to end action. Coach Anne Patterson centering Debbie Wexler and Faye McKell were putting the pressure on the opposition's goalie, Kathie Secord. Eventually Faye just shoved the puck towards the net and at a speed of about .0001 m.p.h. the puck slid behind Kathie. She flopped her glove down upon it and pushed it in rather than hold it out. It was recorded as goal by Faye McKell, assisted by Kathie Secord.

The Islanders, obviously worked up now, came back with their strongest attack of the game and with 1:38 remaining in the period Janet Logan broke loose, deked out Tina, the McGill goalie, and then slipped it back through her legs. A beautiful play to bring the score to 2-1. McGill retaliated only 50 seconds later. Faye picked up her second goal on a superb passing combination between Debbie and Anne.

The Islanders opened the third period with a bang, scoring after just 36 seconds. A close checking third period ensued with some nice saves from both goalies. Some outstanding plays were made by "Harps" whose skating left the Islanders trailing, by "Moe" whose strong back-checking stopped two breakaways and to all the girls for good, solid team play.

Women's Intermediate Field Hockey Team

This past Saturday at Bishop's the team came out all even with a win against Vanier 1-0, a tie against Galt Regional 0-0, and loss against Lyndon State College 4-0.

Letters

Daily comment condescending, elitist and snobbish

To the Daily:

I was very disturbed by your comment in Monday's Daily on Macdonald's Fall Royal Exhibition. The tone of the article was falsely condescending, elitist, and snobbish.

I had the pleasure to be a guest at Macdonald on Sunday 20 October 1974. I experienced an interesting and very educational tour accompanied by Macdonald students who were far from suffering from "mental isolation" as you so tactlessly put it.

In fact, my day was spent in observing some very ingenious exhibitions which gave the layman a good idea of the intricacies of such essential things such as agricultural engineering, livestock care and breeding, plant genetics, ecological innovation, and numerous other components of agriculture.

I had a good discussion with a couple of the people there on such problems as the monopolist structure of the food processing industry, the dehumanizing effect of some technological innovations and the problem of agricultural development in the Third World.

In short, Macdonald impressed me as being very much like any other University. Some of the people there were critical and intelligent while others were merely carving out a little

niche for themselves. If you had bothered to describe the exhibitions in some detail and comment upon them or make some concrete proposals I think your article could have been of some use to the entire McGill community, both in Ste. Anne and downtown. Instead, the tone and lack of any positive or even descriptive content in your article merely resulted in alienating many people who were unfairly maligned. I cannot understand how a newspaper which purports to be against student apathy and alienation can take such an arrogant attitude toward a group of students who are working hard to put on a worthwhile event.

Also, I cannot refrain from commenting on one other particular point in your article. You say, "The treatment of women in some of the food science exhibits exemplifies Macdonald's lack of contact with the world. Articles were pinned up which showed how women can pursue a career and take care of herself too! (Maybe even be a good mother.)"

The question that arises is who is out of contact with the world. The problem might seem mundane to someone who is privileged enough to not cope with it, but it is certainly real.

I believe that, at the very least, a public apology is in order, and that this regrettable example will serve to prevent the Daily from taking such a supercilious attitude toward students again.

Michel Celemenski
Vice-President
External Affairs
McGill Students' Society

Ed. Note: The point of the comment was to suggest that the usual isolation of the university from society is perhaps compounded at Macdonald, where there are only 600 or so students studying in two faculties. The intention was to spark debate among the students on the nature of Macdonald, not to blindly criticize Macdonald students and their activities, as Celemenski suggests.

The Daily does, however, apologize for the condescending tone of the comment.

A more in-depth study of Macdonald is planned for later in the year. Macdonald students are welcome to contribute to this study or to write other articles on Macdonald for the Daily.

Bleeding Blues

To the Daily:

To those who would hinder, halt, or delay,

The Union to go, their blood to give 'way...

This rhyme is given, its purpose to say,

"The needles don't hurt, the 'freshments ok."

There's no reason why not to do it today—

So don't be a dud and go donate your blood.

(Down you go with this added P.S.: Door prizes are offered to bleeders who rest!)

B. Zimm

Autoroute...

Continued from page 4

took a helicopter ride from Dorval airport to a ground-breaking ceremony for the start of the east-end L.H. Lafontaine tunnel, the last link in the Island's Trans-Canada Highway system. His trip coincided with the increased speculation over the site of a west-end, north-south autoroute—either Decarie or Cavendish. Lesage was careful to maintain the secrecy and let it drop that the helicopter steered a 'middle-course' during its flight. Word also came out that an east-west route, related to the future Expo venture, was also secretly being planned.

The Mayor's plan called for a north-south route, which would link with an east-west road extending as far as the St. Helen's Island area in the east, where it would give access to Expo. The Mayor seized upon a bold plan (later repeated with the Olympics)—he would get the federal government to finance the costly road scheme.

However, the Federal government proved a reluctant candidate. It had already poured in tens of millions just to complete the Trans-Canada highway system, via the Metropolitan to the east-end tunnel. The government also argued that the proposal could not qualify for federal funds, because, it it stopped off at St. Helen's Island, it would not be part of the Trans-Canada highway network.

The proponents of the scheme devised a clever ploy to get around this

latter problem. They drew in a pencil line from the St. Helen's Island end-point of the road and simply extended the route to join with the tunnel and the Trans-Canada in the east end. Thus, Montrealers were blessed with two Trans-Canada highways, at least on paper. The federal authorities also were moved to go along with the financial proposals. After all, they did not want to assume the approbrium of the international community if Expo were a failure.

Because the City Planning Department remained in the dark, the reason why the selected route ran along the CPR embankment in the west end was not publically known. The western section of the route was a closely guarded secret until 1964.

Then, on March 14, 1964, a news report confirmed the route as being "indicated in a map released by the CNR in connection with the announcement of a \$75 million trade centre...the map shows the expressway, in fact, will come close to the southeast corner of Place Bonaventure, the name of the trade centre." This was a strange way for the information to come out and raised a lot of questions.

A week after the news release, the City Council finally got into the debate during discussion of an item dealing with the City's contribution of up to \$40-million for the Trans-Canada. The Council wanted to know the path of the east-west route.

Then on March 25, 1964 an agreement was reached between federal and provincial authorities on the western routing. The City then added further fuel to the debate over procedures, when it

made an April 9, 1964 announcement of a five-year homologation along the western route to Papineau Street to, of all things, "forestall real-estate speculation".

Meanwhile, debate mounted on the path of the autoroute in the east end of Montreal. A movement led by east-end residents wanted the road to be located along the CNR tracks for safety reasons. Several federal and provincial members threatened to resign if the CNR location was not accepted. However, safety and public feeling did not move the authorities to comply with the request. Instead, provincial authorities resorted to a secret order-in-council (1155) on June 12, 1964 and picked Hochelaga Street rather than the CNR tracks for the route's path, a fact that did not become public knowledge until years later.

The last chapter in the political wheeling and dealing over the ambitious venture took place in October 1964, when the three levels of government hammered out a financial deal on the Trans-Canada. The accord, signed by Quebec Road Minister Bernard Pinard, Drapeau, and Ottawa, specified that the Province would pay \$100-million; Montreal \$40-million for the expropriation costs; and Ottawa \$35 millions. How Montreal would pay for the expropriations without the powers to expropriate for Federal-Provincial highway appeared to be a thorny issue.

The problem did not prove insurmountable. The City was busy constructing the Metro, which bordered the eventual autoroute along Lagache-tiere Street. The solution was to clear an excessively wide path and tear down buildings standing in the way of both

ambitious schemes. However, the delay entailed in the City's acquisition of powers to clear the path, as well as the newly-elected Union Nationale's reluctance to pour \$100-million into Montreal, led to the postponement.

The plan was revived in November 1970 under a Liberal administration and was launched to help stave off a threatened economic crisis, worsened by the October unrest. The cabinet decision to proceed with the scheme was made coincidentally with another spectacular venture—the James Bay scheme (which features the same Quebec engineering group building the autoroute).

When the road plan was unveiled. It featured an elevated section, an underground section, a depressed section, a partly-covered section, the world's largest computer for an autoroute, a mammoth system to circulate air; etc. Cost obviously no object.

Both Quebec and Montreal were staggered by the negative reaction the scheme engendered across the Island. Within two months, municipal authorities decided to feign opposition over the number of ramps, but quickly accepted the plan when the Province came through with money for the Metro.

During the debate, Executive Committee Chairman Gerard Niding took charge for the City, while Mayor Drapeau remained silent. In the face of the mounting protests, Drapeau has lost the opportunity to bask in this grand autoroute scheme, which is perhaps Montreal's "project of the Century", the way he had in other spectacular, but less costly, ventures like the Metro and Expo.

HAPPY DAYS

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Today

Co-ed Archery:
Instruction continues for those registered, 12 to 2 pm at the green area behind Weston Pool.

Newman Centre:
Wednesday evening Tangential discussion group topic: "Social Implications of Modern Technology", 8 pm, 3484 Peel St.

McGill Film Society:
Blue Angel with Marlene Dietrich will be shown in FDAA 8 pm only. Admission 50 cents.

English Department:
Film screening, free admission. Chinese Firedrill (W. Hinde); Fog Pumas (G. Nelson); The Devil is Dead (C. Linder).

Bleeding Contest:
The Lambda Chi Alpha fraternity challenges all other fraternities to a bleeding contest. Wednesday, 7 pm, Union ballroom.

Arts Ice Hockey:
Practice (tryouts) for the Arts Faculty ice hockey team takes place from 10 am to noon, at the Winter Stadium.

Business Opportunities Week:
Accounting tour 9 to 11 am. Sign up at the Bow booth in SBB.

Accounting Seminar: 11 to 1 pm. SBB 301 and Marketing 3:30 pm to 5 pm. SBB 151.

Polish Club:
Meeting tonight 6 pm. Union B26. All members and non-members are invited. Plans to discuss upcoming club events, so be there!

Fine Arts Classes:
Live drawing and sketching; model and materials provided. Morrice Hall 107. 6 to 8 pm. Instructor: Ahmed Yar Khan.

Amateur Radio VE2UN:
Electronic theory classes starting at 4:30 pm in Union 401. Code practice at 5:30 pm.

Sigma Chi:
Haven't you had a hot lunch with us YET? Why not today? See you at 3581 University at 1 pm.

Cessez les Deportations:
A delegation from the Haitian Anti-deportation Committee will be discussing the imminent deportation of Haitians by the Canadian Government, 7 pm Union 123/124.

Workers' Support Committee:
Regular meeting tonight in room 457 at 6:30 pm. All new members welcome.

McGill Women in Law:
Dean Brierly will be speaking on the Legal Implications of Marriage in Quebec. Oct. 23, 7:30 pm. Moot Court Room, 3644 Peel St. Public welcome.

Debating Union:
A look at the most efficient techniques for presenting affirmative and negative cases, using the McGill-Princeton exhibition topic as a working model. 7 pm, Union B 42.

Association of Women in Law:
Everyone welcome to a sherry party sponsored by l'Association des Femmes en Droit/Association of Women in Law. Law school common room 5 to 7 pm.

Afternoon Concert:
Carolyn Christie, flute; Eugene Plawutsky, piano. Works by Hindemith, Martini, Roussel, Beethoven. Strathcona Music Bldg. C310, 2 pm. Free Admission.

Gay McGill:
General meeting 7:45 Union B46.

Blood Drive:
Ron Woods and Ron Piche of the Expos 11 am. Roger Brulotte 3 pm. Peter Dalla Riva, Larry Sherrer, and Ian Mollard of the Alouettes, 7 pm.

Daily Staffers Bleed:
Let's help out the blood drive together. All staffers meet in Daily office at 5 pm, go to the Union and give blood. You can have dinner on the Daily afterwards in the cafeteria.

The City and the Modern World
Debating Union urban symposium presents "Saving Our Cities" tonight 7:30 pm. Leacock 132.

What's What

THE CITY AND THE MODERN WORLD
Debating Union urban symposium presents "Saving Our Cities" tonight 7:30 pm. Leacock 132.

Men's Intramural Hockey

This year play will be divided into four leagues. One faculty league plus three open leagues:

Open leagues:

1. An eight team league Tuesday to Friday from 12:45 - 2:00
2. An eight team league Monday, Tuesday and Thursday from 5:00 - 6:15
3. A four team league on Saturdays from 4:15 to 6:15

These leagues will be filled on a first come, first served basis.

Entries close for all leagues on Monday, October 28 and play begins Wednesday, October 30.

Entries must be submitted to the Intramural Office and be accompanied by a \$10.00 deposit. This deposit will be refunded provided no defaults occur. For further information contact the Intramural Office, 392-4730.

McGILL DAILY 7

LITERARY MAGAZINE

Students interested in working on the magazine are invited to a meeting Thursday October 24, at 5 pm in Arts 13-20. For information: 392-4483.

UNITED AIRCRAFT FORUM

Presentation and discussion on the ten month strike at United Aircraft. Speaker: Jean-Marie Gonthier—Secretary-Treasurer, UAW Local 310 at United Aircraft. Thursday, October 24 at 12 noon in room B-26 of the Union.

HAITIAN DEPORTATION SITUATION

A delegation from the Haitian Anti-deportation Committee will be discussing the imminent deportation of 1500 Haitians in Montreal—many of whom face death upon return to Haiti. Union 123/124. Wednesday, October 23 at 7 pm.

SIGMA CHI FRATERNITY

Mont St. Hilaire on Sunday, September 27. Barbecue lunch, hiking, and don't forget your football. Cars will be leaving 3581 University at 10 am, Sunday.

LATIN AMERICAN SOCIETY

All members are asked to come to our next meeting; coming activities are going to be discussed. Thursday October 24, at the Union.

BUSINESS OPPORTUNITIES WEEK

Final two days of business opportunities week today and tomorrow which consists of seminars, tours and events sponsored by the M.V.S. Full information is available at the Bow Booth in the SBB Lobby or by calling 392-5114.

INTERNATIONAL COMMITTEE AGAINST RACISM

Founding meeting of Montreal chapter: Immigration, the Haitians and racism. Speaker: Jacques Hamilton, Montreal Gazette, Thursday October 24, 8 pm, Union 457/458.

JAPANESE STUDENTS' SOCIETY

Having a meeting on Thursday, October 24, 5 pm in I.S.A. office.

TEACHING ASSISTANTS

Meeting for the McGill T.A. Association, Friday October 25 in Brimman 562 at 12:30 pm. All T.A.'s invited to attend.

SOUTH-EASTERN ASIAN STUDENTS' ASSOCIATION

Two films on Indonesia will be shown Friday, October 25, L219, 7 pm. Everybody welcome. Free.

MALAYSIAN-SINGAPORE STUDENTS' ASSOCIATION

Badminton practice on Friday October 25, at 7 pm in gym. Contributions to 455 Sherbrooke Street West, Apt. 1105.

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to join us in these undertakings.

In November, 1974, two senior ICI Representatives will be visiting the U.S.A. to discuss career openings with selected post-doctoral scientists and engineers. If you would like to be among those considered, RUSH a Curriculum Vitae to:



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McGill Chinese Students' Society

麥基爾大學中國同學會

Members are hereby notified that the Executive Committee
has called a second general meeting which is to be held on:

Date: Monday, 28th October 1974.

Time: 10 am.

Place: Room L26, Stephen Leacock Building.

Agenda:

- (1) Agenda
- (2) Minutes from last MCSS General Meeting.
- (3) To ratify the Executive Committee's recommendation: "The Society's Internal V.P. Li, Yau-Wai be designated as the President and Publication Director Wong, Sie-Khiang be designated as the Internal Vice President."
- (4) Other Business.

N.B. Members are reminded that in order to vote, both
the McGill ID and MCSS membership card must be
presented.



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UNION BALLROOM

OPEN UNTIL 9 THIS EVENING.

